

## **PORT OF FLEETWOOD**

### **NOTICE to MARINERS 18 of 2023**

#### **Safe Mooring on Quay Walls**

**Mariners are hereby advised that,** Vessels Mooring alongside any quay wall within the Port of Fleetwood, including Jubilee Quay, Wyre Dock & Fish Dock (Fish Quay), should only secure lines to the mooring bollards provided for that purpose.

Under no circumstances should the quay ladders or any other parts of the port infrastructure be used for the purpose of securing a vessel.







Mooring Bollards should be inspected prior to use and if any damage or deficiency is noted the bollard **must not be used**. A report of the finding should be made at the earliest opportunity to the Marine Manager so that the bollard be inspected, and a repair or replacement arranged.

The mooring and unmooring of vessels are potentially a hazardous activity. It is also an operation which demands a high degree of teamwork. To be both efficient and safe, all involved must be properly trained and equipped, and must have a clear understanding of the contribution made by others, as well as their own role and responsibilities.

**The Harbour Authority's responsibility** for mooring falls under Regulation 5 of the Dock Regulations 1988 which states that "Dock operations shall be planned and executed in such a manner as to ensure so far as is reasonably practicable that no person will be exposed to danger" (1988).

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The following industry standard hand signals can be useful in conducting safe mooring and berthing operations;

	
<p>An outstretched arm with open flat hand being waived downwards indicates "Slack Off"</p>	<p>A sharp upward movement of the arm with the hand cupped towards the signaller indicates "let Go" or "Cast Off"</p>
	
<p>Crossed arms across the body indicates "Make Fast" or "Is Made Fast"</p>	<p>A circular movement of the hand above the head indicates "Heave Away"</p>
	
<p>Both arms raised above the shoulders with open hands facing forwards means "Stop"</p>	<p>A raised hand with the fist being clenched and unclenched indicates "Heave Slowly" (inching)</p>

Owners, Agents, Charterers, Fishermen and Recreational Sailing Organisations should ensure that the contents of this notice are made known to the masters or persons in charge of their vessels or craft.

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### Use of weighted Heaving Lines

Where weighting of heaving lines is used to facilitate the transfer of larger, heavier lines to prevent personal injury to those receiving heaving lines, the “monkey’s fist” at the weighted end should be made with rope only and must not contain added weighting material.

Safe alternatives include a small high-visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5kg.

**Under no circumstances is a heaving line to be weighted by items such as shackles, bolts, nuts, or twist locks.**

Any dangerously weighted will be removed and a charge of £1,000 made to the vessel.

### Risk Assessment

**Risk assessments** form the basis of safe harbour operations, both ashore and on water. Organisations are required to prepare risk assessments for mooring operations, involving those carrying out the task. All activities taking place within the harbour area should be risk assessed to ensure risk is reduced to ALARP (as low as reasonably practicable). Those involved in mooring of vessels should be aware of the content of such risk assessments relating to the work they are carrying out.

**Dynamic risk assessment (DRA)** is undertaken when carrying out a form of activity – whether routine or unusual. This process assists the individual to effectively assess the unfolding situation. Responses can be altered moment by moment to meet the risk.

Examples of using a DRA and dealing with the unexpected might be;

- Managing an emergency situation
- Reacting to a change in conditions
- Equipment failure

Reference

[MGN 592 \(M+F\) Amendment 1](#)

[Code of Safe Working Practices for Merchant Seafarers](#)

[HSE/PSS - SIP005 Guidance on Mooring](#)

Steve Hearn

Marine Manager

14<sup>th</sup> NOVEMBER 2023

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